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## APPENDIX.

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### AGREEMENT

OF THE

### SOUTHERN RAILWAY & STEAMSHIP ASSOCIATION.\*

The successive articles are printed first as they stood in the Agreement of 1886-87. The changes made in the Agreement of 1887-88, after the passage of the Interstate Commerce Act, are then indicated at the end of each article, passages newly inserted or entirely recast being enclosed in brackets.

### THE AGREEMENT OF THE SOUTHERN RAILWAY & STEAMSHIP ASSOCIATION,

WITNESSETH, That whereas the establishment and maintenance of tariffs of uniform rates, and the prevention of unjust discrimination, such as necessarily arises from the irregular and fluctuating rates which inevitably attend the separate and independent actions of Transportation Lines, is important for the protection of the public; and

Whereas it is deemed to be to the mutual advantage of the public, and the Transportation Companies, that business in which they have a common interest should be so conducted as to secure a proper correlation of rates, such as will protect the interests of competing markets without unjust discrimination in favor of or against any city or section; and

Whereas these objects can be obtained only by co-operation on the part of the various Transportation Lines engaged in the traffic in the territory south of the Potomac and Ohio Rivers and east of the Mississippi River:—

\* This differs materially from the agreement as printed in the testimony of Mr. Albert Fink in the first *Report on the Internal Commerce of the United States* (1876), Part 2, Appendix, page 16. Many changes were made in the agreement between 1876 and 1886.

Now, therefore, in order to secure such co-operation among the said Transportation Lines, by providing means for the proper adjustment of differences which may arise between them; by placing all of their traffic, common to two or more companies, under the control of officers jointly elected; by the general conduct of the same under well-defined rules and regulations; and by just and equitable division of business, such as will naturally insure the maintenance of rates, or by actual apportionment,—it is mutually agreed as follows:—

[Now, therefore, in order to secure such co-operation among the said Transportation Lines, by providing means for the proper adjustment of differences which may arise between them, by placing all the traffic common to two or more companies under the control of officers jointly elected, and by the general conduct of the same under well-defined rules and regulations which will insure the maintenance of rates, it is mutually agreed as follows:—]

1. That the organization herein provided for may include all such Railways east of the Mississippi and south of the Potomac and Ohio Rivers, and the Steamship Lines connecting them with Boston, Providence, New York, Philadelphia, and Baltimore, which transact business with each other: such parties as are included in this agreement, or may hereafter be admitted as parties thereto by the action of a general convention; and that the Association herein formed shall be styled “The Southern Railway & Steamship Association.”

Unchanged.

2. That the representatives of the several companies, members of the Association, shall meet in convention annually, on the second Wednesday in July, in the city of Atlanta, or at such other places as may be mutually agreed upon; and special meetings may be called at any time, as hereinafter provided.

Unchanged.

3. The business to be transacted in general convention shall be confined to the election of officers and fixing their salaries, the admission of new members and their representation on the

Executive Committee, and the adjustment of such matters as cannot be properly determined by the Executive Committee with the aid of the Board of Arbitration. Each company, a member of the Association, shall have one vote. Two-thirds of the whole vote of the members present shall be required to make the action of the convention binding. Companies, members of the Association, may be represented in the convention by the President, Vice-President, General Manager, Superintendent or General Freight Agent, in person or by proxy, provided that their proxy presents to the Secretary a properly attested power of attorney. In case of more than one nomination being made for any office, the election shall be by ballot.

Unchanged.

4. The Virginia, Tennessee & Georgia Air Line, Richmond & Danville Railroad Line, Great Southern Freight Line via Charleston, Great Southern Freight Line via Savannah, Louisville & Nashville Line, Cincinnati, New Orleans & Texas, Pacific Line, Western & Atlantic Railroad Company, Atlantic Coast Line, Nashville, Chattanooga & St. Louis Railway, and the Coastwise Steamship Association shall each designate a representative who shall be authorized to represent them in all matters of business with the Association or its members, and the several representatives so designated shall constitute an Executive Committee, of which the General Commissioner shall be chairman. If any Company or Line which is entitled to a representative fails to appoint one, or if their representative be not present at any meeting of the Executive Committee, such Company or Line shall be represented by the General Commissioner, acting as their agent under the authority conferred by this agreement.

Unchanged.

5. The Executive Committee shall meet at the call of the chairman whenever and wherever, in his judgment, it is necessary, or when any three members of the Committee request it; but all such calls must state the object of the meeting and the subject to be acted on by the committee. All absent

members shall be represented by the General Commissioner, whose duty it shall be to make himself familiar with their views and interests, so that he can represent them properly; and votes cast by the General Commissioner for absent members at any meeting, on any subject stated in the call, shall have the same force and effect in binding such members as if cast by them in person. Other subjects than those mentioned in the call may be considered and acted on in any meeting of the Executive Committee; but the assent of the absent members must be obtained, or the decision of the Board of Arbitration, before such action becomes binding on them. The Executive Committee shall have jurisdiction over all matters relating to the joint traffic, but shall act only by unanimous consent of all its members. All the business from or to local stations comprising a system is local business to the controlling system. All business from or to a crossing or meeting point of two or more roads is joint traffic. In event of failure to agree, the question at issue shall be settled by the Board of Arbitration hereinafter provided for. But this shall not be construed to give the Executive Committee or the General Commissioner any control over the local business of any company, even though such local business may, of necessity, pass through points at which the traffic is divided by apportionment.

Unchanged.

6. For the mutual protection of the various interests, and for the purpose of securing the greatest amount of net revenue to all of the companies parties to this agreement, it is agreed that what are termed Western Lines shall protect the revenue derived from transportation by what are known as Eastern Lines, so far as can be done by exaction of local rates; and that the Eastern Lines shall in like manner protect like revenue of Western Lines.

Unchanged.

7. The Executive Committee shall have the right, at their discretion, to appoint a Rate Committee and other sub-committees, either of their own number or from among the officers

and agents of the companies members of the Association, and to delegate to such sub-committees jurisdiction over such matters as may be specially committed to their charge. With a view of a proper relative adjustment of all rates, and especially a proper relative adjustment of rates on similar articles from the East and West to common territory, the Rate Committee herein provided for shall have sole authority to make all rates and classifications to and from all points East and West into Association territory. But the sub-committees shall act only by unanimous consent ; and, failing to agree, the questions at issue must be referred to the Executive Committee for settlement.

The General Commissioner will be, *ex officio*, chairman of all sub-committees, and as such shall be the medium of communication between the sub-committees and the Executive Committee. Absent members of sub-committees will be represented by the General Commissioner, as in the case of absent members of the Executive Committee. During the interim between the reference of any matter of difference from a sub-committee to the Executive Committee and the final determination of such matter, the General Commissioner shall, if it be a matter requiring prompt action, have authority to decide it temporarily ; and his decision shall be binding on all parties until reversed by the Executive Committee or by arbitration.

Unchanged.

8. The following officers shall be elected at the annual meetings, and shall hold their offices until the next annual meeting, and thereafter until their successors are elected : a President, a General Commissioner, a Secretary, an Auditor, and three Arbitrators.

Auditor not mentioned ; otherwise unchanged.

9. The President shall preside over all general meetings of the Association, certify to the records of such meetings, and communicate the proceedings to all the members. He shall call a general meeting of the Association whenever he is requested to do so by three members of the Executive Committee, or whenever it is in his judgment necessary to do so.

Unchanged.

10. The Secretary shall make complete and accurate records of the proceedings of all general meetings of the Association, the originals of which shall be preserved in the general offices of the Association, and copies furnished to each member. He shall also act as Secretary to the Board of Arbitration, and to the several committees hereinbefore provided for, and preserve similar records of their proceedings.

Unchanged.

11. The General Commissioner shall be the chief Executive Officer of the Association, and, as the representative of its members, both severally and jointly, shall act for them in all matters that come within the jurisdiction of the Association in conformity with the requirements of this contract and the instructions of the several committees hereinbefore provided for, but exercising his discretion in all cases which are not provided for either by this general agreement or by the committees acting under its authority and sanction. The General Commissioner shall also take charge of Reports and Claims, and appoint such clerks and Claim Agents as may be necessary, and charge up the expenses to the roads interested in the business on an equitable basis, managing the business for the benefit and at the cost of the companies interested.

The following clause is added :—

[11. He shall also have authority to reduce the rates when necessary to meet the competition of Lines or Roads not parties to this agreement, but he shall at the same time make corresponding reductions from other points from which relative rates are made. He shall have such authority over the General Freight Agents and their subordinates and over the accounting departments of the parties hereto as may be necessary to enforce the terms of this contract relative to the maintenance of rates, and to require information relating to the traffic to be furnished to him in such form or manner as he may deem necessary. He shall have access, either in person or by deputy, to the books, papers, correspondence, etc., of any of the officers, agents, or employees of the parties hereto, that relate to the competitive traffic.]

12. The Board of Arbitration shall hear and determine all cases which may be submitted to them under this agreement or by consent of the parties, members of the Association; and the decisions of the said Board of Arbitration shall be final and conclusive.

Unchanged.

13. The Auditor shall have charge of the Clearing House, and shall keep full and accurate accounts of all the joint traffic, making reports of the same to all members of the Association and to the General Commissioner. He shall keep a ledger account with the General Commissioner and with each member of the Association, from which he shall furnish each company a statement of their account monthly, showing the debits and credits to them at each point at which the business is apportioned; and a general balance sheet shall be drawn off monthly, and copies furnished to the Executive Committee and the General Commissioner, who shall cause settlements of balances to be made promptly, distributing the funds deposited to his credit for this purpose, as hereinafter provided, and drawing drafts on debtor companies for balances due in excess of their deposits as shown by the certified statements of the Auditor, which drafts shall be duly honored, notwithstanding errors or omissions, if there be any, which must be adjusted in subsequent settlements.

[13. The Commissioner shall keep full and accurate accounts of all traffic originating at, destined to, or passing through competitive points in which two or more parties to this agreement are interested, making reports of the same to all members of the Association.]

14. In event of a vacancy occurring in the office of General Commissioner, Secretary, or Auditor, the President shall fill the vacancy until a general meeting of the Association can be convened to elect a successor; and such meeting shall be called by the President within twenty days after the vacancy occurs.

Unchanged.

15. All disbursements of the funds of the Association shall be made by the General Commissioner, who shall give bond,

with security in such amount as shall be satisfactory to the Executive Committee, that he will duly and properly account for all moneys of the Association, or belonging to members thereof, which may in any manner come into his possession or under his control. No payments shall be made except on vouchers which have been examined, found correct, and certified by the Auditor. Credit shall be given the General Commissioner by the Auditor, on payments made by him on account of the expenses of the Association or its officers, only on properly received vouchers; and such received vouchers shall be filed in the Auditor's office, subject to inspection by the Executive Committee, or such person or persons as may be appointed by them for this purpose.

Unchanged.

16. When all parties interested in the joint traffic (including that between points on and beyond the Ohio and Mississippi Rivers and all points South and East) at any point, are willing to maintain rates without an apportionment of the business, no apportionment shall be required. But, if any one of the initial roads insist on an apportionment, the question shall be referred to the Board of Arbitration, to determine whether or not such apportionment shall be made, provided that nothing herein contained shall be construed to require an apportionment of traffic between Nashville and Chattanooga and points South, or of Atlanta business going West. This shall not affect the present agreement as to pooling cotton out of Atlanta.

Omitted.

17. On all business apportioned on the basis of revenue there shall be deducted, as an initial charge, and deposited to the credit of the General Commissioner, by the company which receives the freight, an amount equivalent to twenty per cent. (20%) of the revenue to be divided, such deposit to be made in such bank or banks as the General Commissioner shall designate, subject to his order. The amount so deposited shall be credited by the Auditor to the Companies or Lines by whom they are contributed, and shall constitute a

fund which shall be applied, at the expiration of the month during which the same has been deposited, to the payment of any balances due by such companies; but, after the settlement of such balances, if there be any remainder, it shall be returned to the companies to whom it belongs.

[17. In order to provide for the prompt payment of any fines that may be assessed against any member of this Association for violating its rules, each Company shall deposit with the General Commissioner an amount equivalent to five dollars (\$5.00) for each mile of road operated by said Company under the provisions of this agreement, or, in cases where the Company operate a water Line, five dollars (\$5.00) for each mile allowed as a pro rating distance in the division of through rates, provided such amount shall not exceed in the aggregate the sum of five thousand dollars (\$5,000.00) for any one company; but, in all cases where fines are assessed, the General Commissioner is hereby authorized to draw at sight on the parties against whom such fines are assessed for the full amount of said fines, and each Company party to this agreement hereby binds itself to promptly pay such drafts, it being the intent and purpose of this section that the deposits herein provided for shall not be diminished by reason of the payment of any fines that may be assessed against a company making such deposit.]

18. The Auditor shall be furnished with copies of all manifests issued by the companies members of the Association, for freights which are shipped from or destined to points at which the business is divided by apportionment, such copies to be forwarded at the time the shipments to which they appertain are made; and abstracts of all such manifests shall be furnished to the Auditor at the expiration of each month. The tonnage books of every company in the Association shall be open at all times to the inspection of the Auditor, or such agents as he may from time to time appoint, for the purpose of enabling him to get a complete record of all freights shipped to or from points at which the business is divided by apportionment.

Commissioner's name substituted throughout for Auditor.

19. In apportioning business, cotton, and any other freight which it may be practicable to divide in kind, shall be so divided, and not by allotment of revenue. Each Company or Line shall be required to carry its allotted proportion as nearly as possible; but settlements must be made monthly for any excess carried, as provided for in Section 20, except when otherwise especially agreed between the parties interested, provided that no penalty shall be imposed upon a Company or Line which carries an excess for the benefit of any Company or Line that refuses or wilfully neglects to carry its allotted proportion.

Omitted.

20. All divisions by apportionment of tonnage or revenue shall constitute a special agreement between the Companies or Lines terminating at, or passing through, the point at which the apportionment is made; and terms of such agreements shall be adjusted with reference to the circumstances of each case between the parties, or by arbitration if they cannot agree. The companies to which the allotments are made shall determine the subdivisions thereof, and shall be responsible for the settlement of all balances for excess carried by them. Companies or Lines which carry an excess shall be allowed twenty per cent. of the revenue for transporting the same. The actual cost of compressing is not to be considered as revenue.

Omitted. The following article was here inserted:—

[20. Copies of all rates that may be from time to time agreed upon or fixed in the manner provided shall be furnished promptly to the auditors of the parties to this contract, and they shall see that the rates received are in conformity therewith, and that no variations are made from such rates on manifests, by voucher or otherwise, except by authority of the Commissioner.]

21. When, by reason of any actual difference in the rate or premium for insurance against marine risks, any water Line is at a disadvantage in competing with any other water or combined rail and water Line, such inequality may be ob-

viated by an arrangement with the Insurance Companies, individually or collectively, by which the Transportation Lines can assume or pay the difference between the premium or rate of insurance by their own Line and that by the Lines of their competitors, and thus secure to shippers the same premium or rate of insurance by all Lines. In cases of competition between all rail Lines and water or combined rail and water Lines, the latter may assume the whole of the premiums or rates for insurance against marine risks; and bills of lading to this effect may be issued. It is, however, distinctly understood and agreed that no reduction of the established tariff rates, rebates, or considerations of any kind shall be given or offered to influence shippers, or to secure their preference for any Road or Line.

Unchanged.

22. The Executive Committee shall organize such a system for the rendition of tonnage and revenue reports of the joint traffic throughout the territory covered by the Association as shall enable the General Commissioner to be at all times fully informed of the movements thereof, and the observance of rates established therefor, in order that he may detect promptly any violation of rates, and keep the several Companies or Lines informed as to whether they are in excess or deficit, at such frequent intervals as may be necessary to effect a distribution of the business in accordance with the agreed divisions thereof, and thus prevent the accumulation of the business in excess of the deposits made to secure the same. For these purposes, committees may be appointed, or joint agencies may be established by the Executive Committee at their discretion: provided that such committees shall represent, impartially, all parties interested, and that all nominations of agents shall be made by the General Commissioner; and provided further that the necessary expense of all such committees and agencies shall be borne by the Association and distributed among its members as hereinafter set forth. Tonnage and revenue statements shall be rendered monthly to each member of the Association, and also annually to the 31st of May in a report to be made by the General

Commissioner and Auditor at the expiration of each year, and distributed to the members at least two weeks before the annual meeting.

[22. The Executive Committee shall organize such a system for the rendition of tonnage and revenue reports of the joint traffic throughout the territory covered by the Association as shall enable the Commissioner to be at all times fully informed of the movements therefor and the observance of rates established therefor, in order that he may detect promptly any violation of rates, and keep each Company or Line informed as to the action of the other Companies or Lines. For these purposes, the Executive Committee at their discretion may appoint agents to examine the books of the members of the Association and Inspectors of Weights and Classifications. The expense of such agents and inspectors shall be distributed among the members, as hereinafter set forth. Tonnage and revenue statements shall be rendered monthly], the rest unchanged.

23. Members of this Association shall not enter into any agreement relative to the joint traffic covered by this contract with Transportation Companies not members of this Association, except with the approval of the Executive Committee or the General Commissioner, and in accordance with the rules and regulations of the Association as hereinafter set forth, and as supplemented by the Executive Committee as hereinafter authorized or allowed.

[23. All measures necessary to carry out the purpose of this agreement shall be taken jointly by the parties hereto or jointly by such of the parties as may be directly interested; and should any question arise upon which they cannot agree in relation to the terms of this contract, or any matter arising hereunder, it shall be decided by arbitration, as hereinafter provided, it being one of the fundamental principles of this contract that no party shall take separate action in any matter affecting the interests of one or more of the parties contrary to the spirit and interest of this contract, and that all differences relating to the establishment, adjustment, and maintenance of rates upon the traffic covered by this contract shall be adjusted by arbitration.]

24. Members of this Association are forbidden to reduce the rates made by the Rate Committee, on the plea that they are violated by others, or because of any violation of agreements, or because of any action of any outside Lines. All such cases of violation shall be reported to the General Commissioner, whose duty it shall be to check such violations, if possible ; and, in case he cannot do so, he shall call the Executive Committee together, who shall use their influence to have such offending members conform to the agreement and rules.

Whenever the General Commissioner shall have reason to believe that the rates established by the Rate Committee are not being fully maintained by any Line or Lines, or any Transportation Companies members of this Association, it shall be his duty to make a full investigation of the facts in such case, and, if in his judgment there has been any violation of this agreement on the part of said member or members of the Association, he shall submit the evidence in such cases to the Board of Arbitration ; and if the Board of Arbitration shall find, after a full hearing of the case, that such members are guilty of violating this agreement as charged by the General Commissioner, it shall impose such penalties therefor as it may deem proper and necessary to secure the maintenance of rates of this Association, and the General Commissioner shall enforce such penalties.

The Board of Arbitration shall make such rules of procedure for the trial of such cases as it may deem proper.

[24. Whenever the rates have been fixed by the Rate Committee, the Commissioner, or the Executive Committee, or by arbitration, as set forth in Section 7, there shall be no reduction from such rates without the consent of the Commissioner. No member of the Association shall reduce such rates, directly or indirectly, by any special rate, rebate, or drawback, or payment of commissions, or by reductions on manifests, or by combinations of local rates, or by rebilling, or by underbilling rates, or by any consideration in the way of free transportation, or in any manner or by any device whatsoever. It is distinctly understood and agreed that the maintenance of rates, as established under the rules of the Association, is of the very essence of this agreement. All cases of

violation shall be reported to the Commissioner, whose duty it shall be to check such violation, if possible, and, in case he cannot do so, to call the Executive Committee together, who shall use their influence to have any offending member or members conform to the agreement and rules.]

The second and third clauses of Article 24 were unchanged.

25. Divisions of all allotments of business shall be to the end of the fiscal Association year, and thereafter till a new allotment is made.

[25. Upon application of any Transportation Company or Line,—member of the Association,—the Commissioner shall have authority from time to time to allow such Transportation Company or Line to charge such differentials \* in the rates made by the Rate Committee, by the Executive Committee, or by arbitration, as he may consider just and reasonable. Such differentials shall be withdrawn in the discretion of the Commissioner, or by order of the Executive Committee, or by arbitration.]

26. In order to defray the expenses of the Association, there shall be assessed annually, on each member thereof, a tax of three hundred dollars (\$300.00), which shall be applied to paying salaries of General Officers, and towards other general expenses, such as office rent, printing, etc.; and such additional amount may be assessed on the members, pro rata, according to their gross revenue derived from their joint traffic, as may be necessary to meet these and all other expenses of the Association.

Unchanged.

27. The Executive Committee shall have authority to make, from time to time, such rules and regulations, not inconsistent with this agreement, as may be necessary to secure a systematic conduct of the affairs of the Association and attain the objects for which it is formed.

Unchanged.

28. That a line from Buffalo, through Pittsburg, Wheeling,

\*“Differential” here means the differences in rates charged by two roads between the same points.

and Parkersburg to Huntington, be made the dividing line between the Eastern and Western Lines for territory hereafter outlined. That the Western Lines will not take business from points east of that line for any points east of a line drawn from Chattanooga through Birmingham, Selma, and Montgomery to Pensacola.

The Eastern Lines, including the Richmond & Danville Railroad via Strasburg, or points east of Strasburg, and the East Tennessee, Virginia & Georgia Railroad via Bristol, not to take business from points west of that line (Buffalo, etc.) to any points on or west of a line drawn from Chattanooga through Athens, Augusta, and Macon to Live Oak.

The business from Buffalo, Pittsburg, Wheeling, Parkersburg, and Huntington, and points on that line, to and east of Chattanooga, Calera, and Selma, to be worked at agreed rates, and the business of those points to be pooled,—50% to Eastern Lines and 50% to Western Lines.

In case the Eastern Lines take Western business, or the Western Lines Eastern business, they to pay into the pool the entire revenue accruing thereon from points of junction with Association roads, to be given to the Lines composing the Eastern or Western Lines, as the case may be.

Unchanged.

29. This contract takes effect the first day of August, 1886, and shall terminate on the thirty-first day of July, 1887. And the fiscal year of the Association shall terminate on the thirty-first day of May, 1887.

1886 changed to 1887, and 1887 to 1888.

Adopted by the Central Railroad & Banking Company of Georgia; Savannah, Griffin & North Alabama; Mobile & Girard; Atlanta & West Point; Western Railroad of Alabama; Port Royal & Augusta; South Carolina Railroad Company; Georgia Railroad Company; East Tennessee, Virginia & Georgia; Norfolk & Western; Richmond & Danville; Charlotte, Columbia & Augusta; Columbia & Greenville; Louisville & Nashville; Mobile & Montgomery; South & North Alabama Railroad Company; Cincinnati, New Or-

leans & Texas Pacific; Alabama Great Southern Railroad Company; Western & Atlantic; Rome Railroad Company; Wilmington, Columbia & Augusta; Wilmington & Weldon; Seaboard & Roanoke; Georgia Pacific Railroad Company; Nashville, Chattanooga & St. Louis; Old Dominion Steamship Company; Merchants' & Miners' Transportation Company; Clyde Steamship Lines; Baltimore, Chesapeake & Richmond Steamboat Company; Ocean Steamship Company; Boston & Savannah Steamship Company.

## STATISTICS OF THE GERMAN LABORERS' COLONIES.

TABLE I.

REPORTS FROM ALL COLONIES FOR 1889.  
(Compiled from the Monthly Reports in Volume VI. of *Die Arbeiterkolonie*.)  
CAPACITY OF THE COLONIES, AND CLASSIFICATION OF THE COLONISTS.

Classification of Those Admitted.																			
Name of Colony.	Date of Opening.	Admitted.	Age.			Marital State.			Religion.										
			Under 20.	20-30.	30-40.	40-50.	50-60.	Over 60.	Single.	Married.	Divorced.	Widowers.	Protestant.	Catholic.	Hebreew.				
1. Wilhelmsdorf, Westfalen.	Mar. 22, 1882.	167	200	5,125	383	25	86	123	43	11	290	23	14	51	281	102	...		
2. Kästorf, Hannover-Holstein.	Mar. 24, 1883.	172	150	2,667	385	19	51	116	63	19	270	60	35	38	17	330	54	1	
3. Rieckling, Schleswig-Holstein.	Oct. 10, "	150	150	3,154	372	7	77	145	93	45	294	5	35	47	23	15	320	40	40
4. Friedrichswilse, Brandenburg.	Nov. 13, "	202	175	3,539	450	20	91	136	116	63	33	306	83	1	47	23	404	54	1
5. Dornahof, Württemberg.	Nov. 15, "	157	100	2,936	378	29	94	67	106	65	27	335	12	1	20	10	221	167	...
6. Seydal, Provinz Sachsen.	Dec. 14, "	174	200	2,928	319	15	51	92	84	68	20	199	55	...	44	21	282	37	...
7. Danielsberg, Oldenburg.	Feb. 8, 1884.	42	50	1,119	161	6	36	51	80	40	20	8	119	23	...	17	139	22	...
8. Wunscha, Schlesien.	July 14, "	93	100	1,626	257	8	52	80	80	35	12	195	4	29	25	4	159	98	...
9. Meierei, Pommern.	July 25, "	146	150	1,899	268	6	39	96	83	38	6	198	39	...	28	3	248	20	...
10. Carlsdorf, Ostpreussen.	Oct. 16, "	373	250	2,941	678	13	205	256	139	61	4	656	31	...	30	10	559	119	...
11. Berlin.	Dec. 1, "	98	100	2,539	400	43	89	134	102	30	2	289	9	52	37	13	326	71	3
Arkenbrück, Baden.	Feb. 26, 1885.	65	60	933	177	21	63	40	35	23	5	157	4	2	13	1	64	113	...
Neu-Ulrichstein, Hessen.	Jan. 1, "	118	120	1,349	245	21	63	66	63	22	10	212	4	8	18	3	157	88	...
Lühhelheim, Rheinprov., ev.	Feb. 15, 1886.	120	120	1,356	320	10	80	108	84	32	6	255	21	3	40	1	256	64	...
Schneckengrtin, Kgr. Sachsen.	Feb. 22, "	120	120	1,518	345	31	81	100	80	39	14	247	60	...	30	8	325	146	...
Elkenroth, Rheinprov., cath.	Oct. 20, "	58	60	550	147	37	1	20	61	36	19	126	7	5	9	1	1	146	...
Simonsdorf, Bayern.	May 1, 1888.	108	100	633	374	44	103	87	86	45	9	346	7	1	18	2	204	169	1
Maria-Veen, Westfalen, cath.	Oct. 1, "	129	125	482	380	9	80	114	126	44	7	322	14	6	38	1	380	380	...
Alt-Latzig, Posen.	Oct. 26, "	70	45	216	171	4	44	57	46	14	6	122	9	17	19	4	113	57	1
Magdeburg, Prov. Sachsen.	Nov. 23, "	32	32	223	188	36	57	45	42	7	1	149	14	2	16	7	171	15	2
Gelsdorf, Thüringen.	July 26, 1889.	81	80	138	149	9	25	54	46	14	...	116	9	10	9	6	130	19	...
Total, . .		2,515	2,477	36,171	6,556	383	1,481	2,027	1,700	762	205	5,102	493	216	594	153	4,702	1,845	9

TABLE I.—Continued.  
DEPARTURES.

NAME OF COLONY.	CLASSIFICATION OF THOSE LEAVING THE COLONIES,									
	Died.					Run Away.				
Since the begin- ning.	During 1889.	Work found by the Master.	Work found by the Servt.	On Account of Famine.	Returned to Family.	At desire of Colonists.	On Account of Inability to Work.	On Accsnt of Requisition of Police.	Total.	
1. Wilhelmsdorf, Westfalen. . . . .	4,958	357	74	4	267	3	9	5	33,656	6,235
2. Kistorf, Hannover. . . . .	2,485	380	70	27	266	8	1	17		340
3. Rieckling, Schleswig-Holstein. . . . .	3,004	372	98	15	183	2	4	5		119
4. Friedrichswil, Brandenburg. . . . .	3,637	438	58	18	57	8	5	5		172
5. Domalof, Württemberg. . . . .	2,239	382	27	41	19	5	1	8		340
6. Seyda, Provinz Sachsen. . . . .	2,754	330	25	31	160	9	65	8		119
7. Danielsberg, Oldenburg. . . . .	1,077	114	28	11	9	5	65	5		9
8. Wunsiedel, Sachsenien. . . . .	1,533	275	79	12	3	20	33	2		12
9. Meierei, Pommern. . . . .	1,753	264	40	6	2	16	3	1		1
10. Carlshof, Ostpreussen. . . . .	2,505	624	90	11	24	6	185	6		6
11. Berlin. . . . .	1,441	304	28	61	2	41	1	119		4
12. Ankenhuck, Baden. . . . .	808	175	20	20	17	6	94	2		5
13. Neu-Ulrichstein, Hessen. . . . .	1,231	242	43	7	6	9	160	1		14
14. Lüthierheim, Rheinprov., ev. . . . .	1,236	322	58	47	9	4	180	2		2
15. Schneckenberg, Rhgr., Sachsen. . . . .	1,398	342	25	1	29	2	264	9		12
16. Elkenroth, Rheinprov., cath. . . . .	492	143	11	19	6	1	86	14		8
17. Simonshof, Bayern. . . . .	525	361	25	14	35	1	235	4		2
18. Maria-Veen, Westfalen, cath. . . . .	353	146	17	18	11	2	265	5		10
19. Alt-Latzig, Posen. . . . .	146	146	11	6	15	2	88	6		5
20. Magdeburg, Prov. Sachsen. . . . .	191	175	61	20	4	8	53	13		4
21. Gelsdorf, Thüringen. . . . .	57	58	2	9	1	1	45	1		1
<b>Total, . . . . .</b>									<b>33,656</b>	<b>6,235</b>
									<b>340</b>	<b>119</b>
									<b>172</b>	<b>65</b>
									<b>216</b>	<b>17</b>

TABLE II.

LENGTH OF STAY, AND BALANCE OF EARNINGS DUE AT DEPARTURE, OF ALL  
EX-COLONISTS AT WILHELMSDÖRF, CARLSHOF, RICKLING,  
AND SCHNECKENGRÜN.

From Berthold, *Weiterentwicklung der deutschen Arbeiterkolonien*, p. XII.

EARNINGS DUE AT DEPARTURE.	LENGTH OF STAY IN DAYS.										Per Cent. Total.
	To 14	15 to 28	29 to 49	50 to 63	64 to 77	78 to 91	92 to 105	106 to 126	127 to 147	148 to 175	
In debt	22	47	68	28	18	13	12	5	6	5	8
Received nothing	128	97	89	34	31	10	17	9	6	13	232
To $\frac{1}{2}$ marks	...	17	45	6	8	2	6	13	1	1	451
$\frac{1}{2}$ to 1 marks	1	1	4	39	14	10	9	12	4	...	5.3
1 to 2 "	1	1	2	39	36	26	16	17	14	8	96
2 to 4 "	2	2	2	29	36	40	46	44	47	31	5
4 to 6 "	3	3	15	1	1	27	26	36	31	15	179
6 to 10 "	7	11	23	7	11	22	35	30	23	21	311
10 to 15 "	1	2	7	1	1	6	12	11	11	17	32
15 to 25 "	1	1	1	1	1	1	5	3	8	1	188
25 to 50 "	1	1	1	1	1	1	1	1	1	1	39
50 and more marks	1	1	1	1	1	1	1	1	1	12	191
Total, . . .	152	174	304	176	146	154	163	188	142	94	1,876
Per Cent. . .	8.1	9.3	16.2	9.4	7.7	8.3	8.7	10.0	7.6	5.0	100.

TABLE III.  
LENGTH OF STAY AND CAUSE OF DEPARTURE OF ALL MEN LEAVING SIXTEEN COLONIES IN 1886-87.  
From Berthold, *Weiterentwickelung der deutschen Arbeiterkolonien*, p. VIII.

TABLE IV.  
PERSONS CONVICTED OF CRIMES OR MISDEMEANORS IN FOURTEEN COLONIES, 1886-87.

Each individual counted but once.

From Berthold, *Weiterentwicklung der deutschen Arbeiterkolonien*, p. XI.

Times admitted to Colonies.	Never in a Correc- tional Institu- tion.	(Häft.)	Jail.	Prison. (Gefängnisse.)	House of Correc- tion. (Zuchthaus.)	Jail and Prison.	Prison and H. of C.	Jail, Prison, and H. of C.	Total from Institutions.	Other Combinations.	Total Convict- ed.	Per Cent.	Total.	
One . . . . .	926	1,122	559	29	500	19	66	87	309	2,691	62.4	3,617		
Two . . . . .	236	360	208	6	247	5	26	33	115	1,000	23.2	1,236		
Three . . . . .	68	144	64	.....	110	4	9	9	48	388	9.0	456		
Four . . . . .	11	59	20	.....	37	1	1	4	19	141	3.3	152		
Five . . . . .	3	19	1	.....	37	.....	.....	1	8	66	1.5	69		
Six or more . . . . .	3	8	1	.....	5	.....	.....	3	6	23	0.6	26		
Totals . . . . .	1,247	1,712	853	35	936	29	102	137	505	4,309	100.0	5,556		
Per Cent. . . . .	22.4	30.8	15.4	0.6	16.9	0.5	1.8	2.5	9.1	77.6	.....	100		